



MOTOR CARRIER SAFETY ADVISORY COMMITTEE

C/O: Federal Motor Carrier Safety Administration
1200 New Jersey Avenue, SE
Room W64-232
Washington, DC 20590

December 10, 2008

The Honorable John H. Hill
Administrator
Federal Motor Carrier Safety Administration
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Administrator Hill:

The Motor Carrier Safety Advisory Committee (MCSAC) accepted Task 09-01, Developing a National Agenda for Motor Carrier Safety, on the December 1, 2008 conference call. Workgroup 09-01 was created to conduct work and was co-chaired by Clyde Hart, Michael Irwin, Judith Stone, and J. Todd Spencer. The Workgroup was tasked with identifying top safety challenges that FMCSA, working with its partners and stakeholders, should focus on to make significant advances in motor carrier safety.

The Workgroup met in person on December 9 - 10, 2008. As a result of that meeting, the MCSAC determined that a stimulus package would present a unique opportunity to improve the safety of the nation's transportation infrastructure. The new Administration should make safety a core value in infrastructure development and revitalization.

Given the timeliness of this opportunity, the MCSAC respectfully requests that you forward the attached one-page memorandum to the President-Elect's transition representatives for the Department of Transportation. Under separate cover, the Committee will submit a comprehensive report in response to Task 09-01.

Sincerely,

//signed//

David R. Parker
Chair
Motor Carrier Safety Advisory Committee

Enclosure

Highway Infrastructure Stimulus Package: Safety Must Be the Core Value

As the new Congress and the new Administration work to create jobs and additional economic opportunities, the Congressionally mandated Motor Carrier Safety Advisory Committee (MCSAC)¹ believes that this is a unique opportunity to make safety the core value in this process. In this short paper, MCSAC believes that safety engineering and technologies must be designed in to projects that create new infrastructure, as well as those that improve and/or upgrade existing infrastructure. Additionally, MCSAC respectfully submits that the following address five of the six external GAO Transition Issues² applicable to FMCSA.

Recommendations

Every infrastructure project should provide dedicated safety funding to ensure that appropriate safety advances and technologies are incorporated. The following are specific and proven approaches that MCSAC believes will dramatically reduce crashes and resulting fatalities and injuries on our highway system.

- Increased use of center line, shoulder, and intersection rumble strips
- Improved geometric design for large commercial vehicles
- Expanded access to wireless communication throughout the highway system
- Increased use of cable barriers in highway medians
- Increased parking opportunities for commercial vehicles at public rest areas
- Increased use of automated enforcement technologies (e.g., photo enforcement)
- Increased use of intelligent signage and transportation system technologies (e.g., weigh-in-motion technology)
- Expansion of the Vehicle Infrastructure Integration (VII) program to commercial vehicles
- Design work zones to improve safety for all vehicles, addressing the unique needs of both commercial and personal vehicles
- Creation and use of an equation that addresses the need for additional law enforcement personnel to provide appropriate services for additional lane miles and related additional capacity.

MCSAC also recommends the formation of an interagency action task force including, but not limited to, representatives of FMCSA, FHWA and NHTSA to ensure cross-agency facilitation, coordination and implementation of the above recommendations.

Returns on Investment

When safety is made the core value and designed in, the result is high levels of return relative to lives saved and injuries reduced in both the short and long term. In addition to these primary safety benefits, designing safety in will also result in the following:

- Improved traffic flow, including reducing congestion and eliminating bottlenecks
- Increased economic opportunities as a result of enhanced movement of people and goods
- Improved global competitiveness resulting from reduced transportation costs
- Reduced vehicle emissions and greater environmental sensitivity
- Improvement of the highway system's principal purpose of providing for the national defense and security

MCSAC is dedicated to fostering the continued development of a highway system that is safe, secure, efficient, and increasingly intelligent. We request appropriate consideration for the thoughts and recommendations included herein.

¹ The MCSAC member roster is attached.

² http://www.gao.gov/transition_2009

Motor Carrier Safety Advisory Committee

Federal Motor Carrier Safety Administration

David Parker, Senior Legal Counsel, *Great West Casualty Company*, Lyons, CO

John Bauer, Director of Transportation, *Kohl's Corporation*, Milwaukee, WI

Clyde Hart, Senior Vice President, *American Bus Association*, Washington, DC

Michael Irwin, Director, *Michigan Center for Truck Safety*, Charlotte, MI

Colonel Terry Maple, Superintendent, *Kansas Highway Patrol*, Topeka, KS

David Osiecki, Vice-President, *American Trucking Associations*, Arlington, VA

Steven Owings, President, *Road Safe America*, Atlanta, GA

Robert Petrancosta, Vice-President, *Con-Way Freight*, Saline, MI

Captain Robert Powers, Commander, Traffic Safety Division, *Michigan State Police*, Mason, MI

Lester Sokolowski, Director of Division Services, *National Safety Council*, Chicago, IL

J. Todd Spencer, Executive Vice-President, *Owner-Operator Independent Drivers Association*, Oak Grove, MO

Judith Stone, President, *Advocates for Highway and Auto Safety*, Washington, DC

Roger Vanderpool, Director, *Arizona Department of Public Safety*, Casa Grande, AZ